

## II. ALTERNATIVES ANALYSIS

A range of reasonable alternatives was evaluated. They addressed project needs, the application of engineering design criteria, and the minimization of adverse environmental impacts. The alternatives analysis process relied heavily on input from the PAC and several modifications of alternatives were derived through discussion at PAC meetings. Concurrently, public and agency involvement was undertaken to obtain suggestions, identify concerns, and modify and refine alternatives. This section is divided into four subsections:

- Alternatives considered.
- Environmental features.
- Alternatives dismissed from further study.
- Alternatives retained for further study.

### A. ALTERNATIVES CONSIDERED

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The consideration of the alternatives included: (1) the formation of preliminary alternatives, including the No-build Alternative, (2) engineering and environmental analysis, and (3) public and agency involvement to determine which project alternatives should be retained for detailed study.

#### 1. Preliminary Alternatives Developed for Consideration

Six preliminary alternatives were developed; these include the No-build Alternative and five build alternatives. The five build alternatives are: upgrading existing Route 26, a bypass of the area adjacent to Sabbathday Lake and the “Seven Deadly Curves,” a bypass of the Shaker Village, bypasses of the areas adjacent to the Sabbathday Lake and Shaker Village (a double bypass), and a bypass of Route 26 from the Gray/New Gloucester town line to the area adjacent to the Shaker Bog (a western bypass).

All of the build alternatives include the upgrade of Route 26 through the Town of Poland and the reconfiguration of the Route 26 and Route 122 intersection.

#### 2. Alternatives Developed for Consideration

From the preliminary alternatives developed for consideration, 14 alternatives (the No-build, five build alternatives, and their modifications) were identified, developed, and preliminarily evaluated. Included with each of the build alternatives is the upgrade of the remainder of Route 26 in the study area.

##### a. *The No-build Alternative*

This alternative assumes that no further construction or major reconstruction would occur and the present level of maintenance on Route 26 would continue. Maintenance activities could include resurfacing, traffic lane marking, signing, spot shoulder and drainage improvements, and snow removal.

Without new construction, there would be no appreciable change to the current roadway configuration or traffic operating conditions. Consequently, there would

be no improvement in safety, traffic speeds, roadway capacity, noise, vibration, stormwater runoff, water quality or impacts experienced by the Shaker Village. Should the existing problems not be corrected, and traffic volume continue to increase, the negative impacts are expected to worsen over time.

b. *Alternative 1 — Upgrade Existing Route 26*

This alternative consists of upgrading existing Route 26 in the study area (Figure II-1). The upgrade would widen the existing roadway to provide two 3.6 m (12 ft.) wide travel lanes with 2.4 m (8 ft.) paved shoulders on both sides of the road, the construction of truck climbing lanes where warranted, and minor improvements to the existing alignment to eliminate substandard horizontal and vertical alignments.

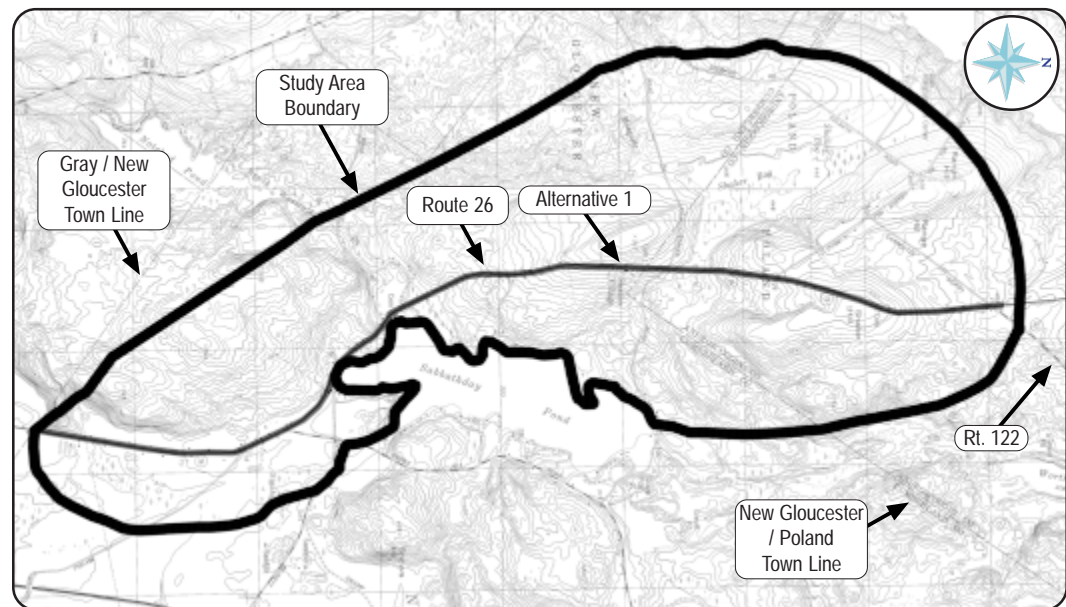


Figure II-1, Alternative 1

Scale 1:60,000

c. *Alternative 2 — Southwestern Bypass*

Alternative 2 is the construction of a bypass west of Route 26, from north of the Gray/New Gloucester town line to north of Brackett Road (Figure II-2). This alternative bypasses both the area known as the "Seven Deadly Curves" and the southern shore of Sabbathday Lake. Alternative 2 parallels a large forested area and the residential development on the western side of Route 26 opposite Snow Hill Road.

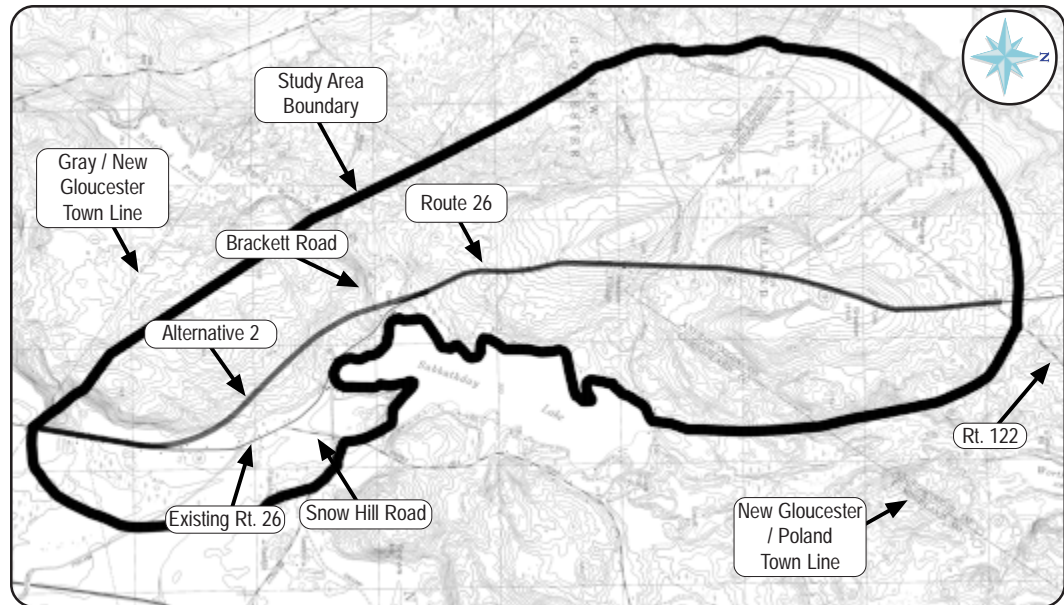


Figure II-2, Alternative 2

Scale 1:60,000

(1) Alternative 2A — Southwestern Bypass

Alternative 2A is the construction of a bypass west of Route 26 and further to the south than Alternative 2, near the Gray/New Gloucester town line (Figure II-3). The southern portion of Alternative 2A is slightly to the west of Alternative 2. The northern portion of Alternative 2A, including its connection with Route 26, is the same as Alternative 2. This alternative bypasses the area known as the "Seven Deadly Curves" and the southern shore of Sabbathday Lake.

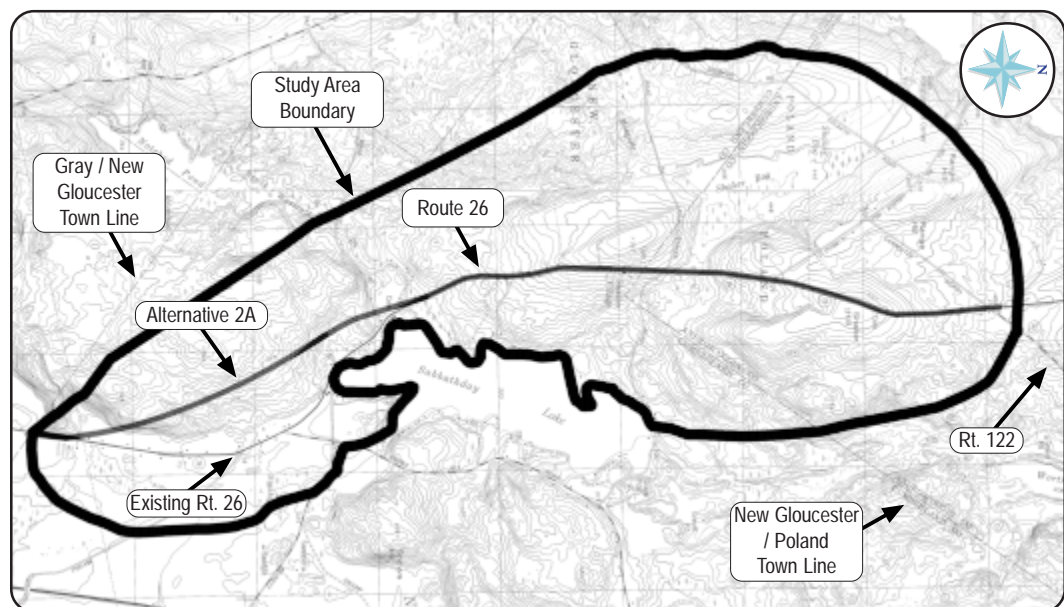


Figure II-3, Alternative 2A

Scale 1:60,000

d. *Alternative 3 — Shaker Village Bypass*

This alternative is the construction of a bypass west of the Shaker Village (Figure II-4). The bypass would separate from existing Route 26 north of Potters Lane and tie into Route 26 near the dam of Shaker Bog.

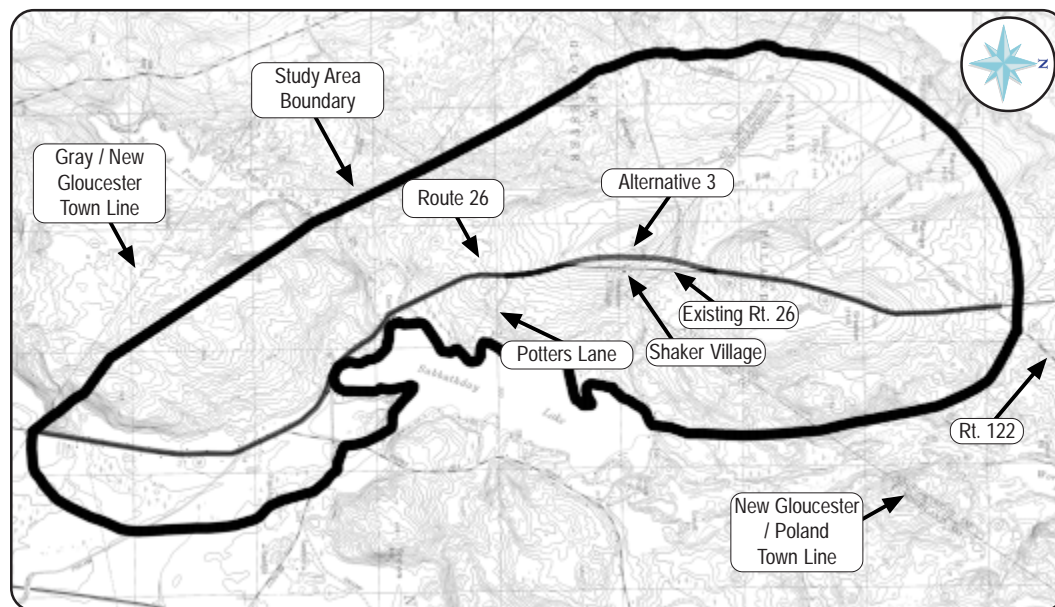


Figure II-4, Alternative 3

Scale 1:60,000

(1) *Alternative 3A — Shaker Village Bypass*

Alternative 3A is the construction of a bypass further to the west of the Shaker Village than Alternative 3 (Figure II-5). This alternative avoids both the Shaker Village water tower and spring. The northerly and southerly termini for Alternative 3A are similar to Alternative 3.

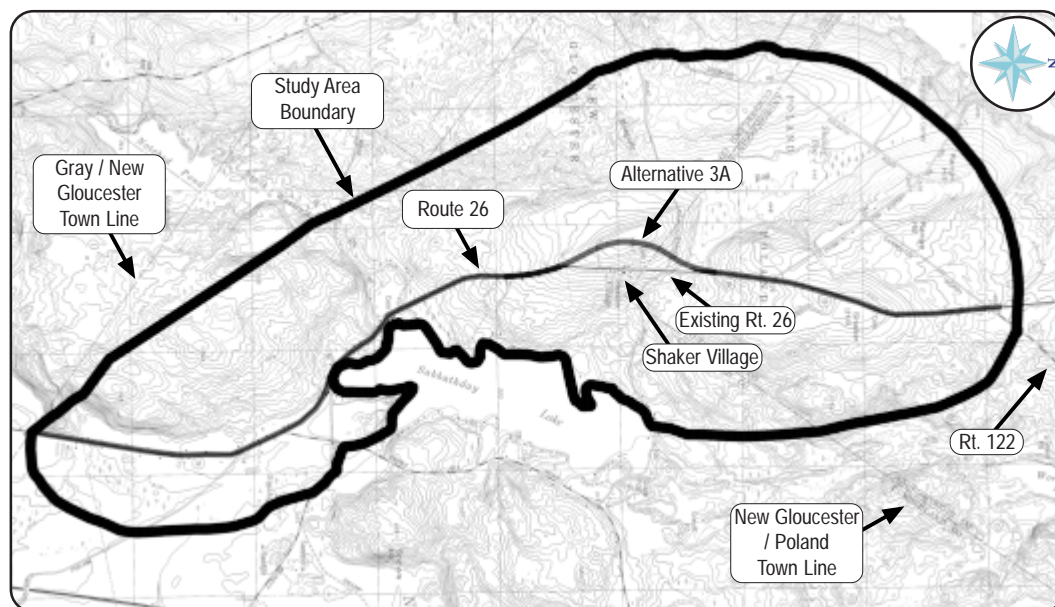


Figure II-5, Alternative 3A

Scale 1:60,000

(2) Alternative 3B — Shaker Village Bypass

Alternative 3B is the construction of a bypass with a southern terminus further to the south than Alternatives 3 and 3A near Marston Road (Figure II-6).

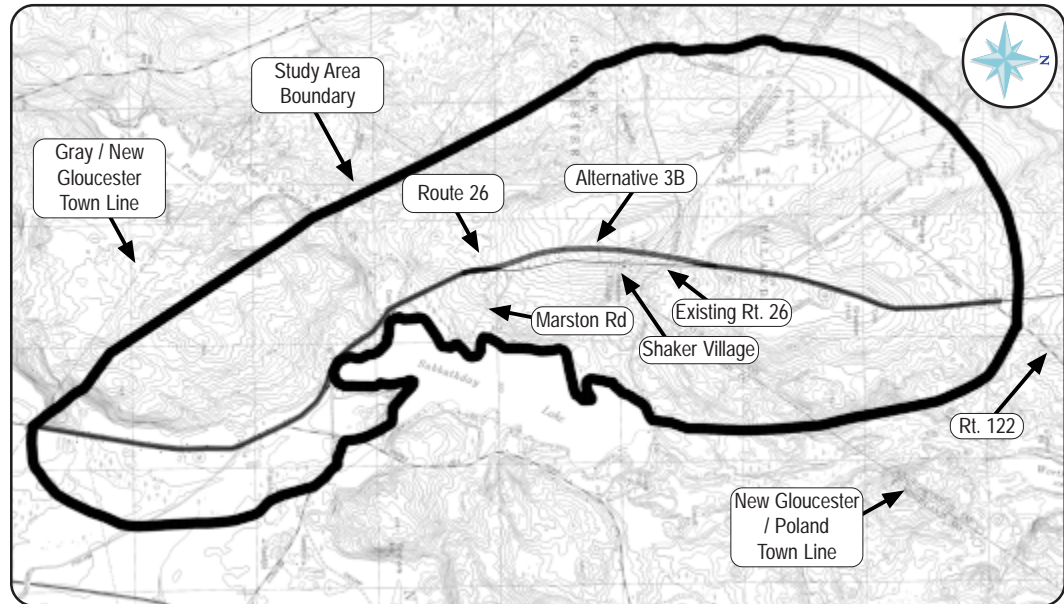


Figure II-6, Alternative 3B

Scale 1:60,000

e. Alternative 4 — Double Bypass

Alternative 4 (a combination of Alternatives 2 and 3) is the construction of bypasses in the southwestern portion of the study area and around the Shaker Village (Figure II-7). Modifications of Alternative 4 result from the modifications of both Alternatives 2 and 3.

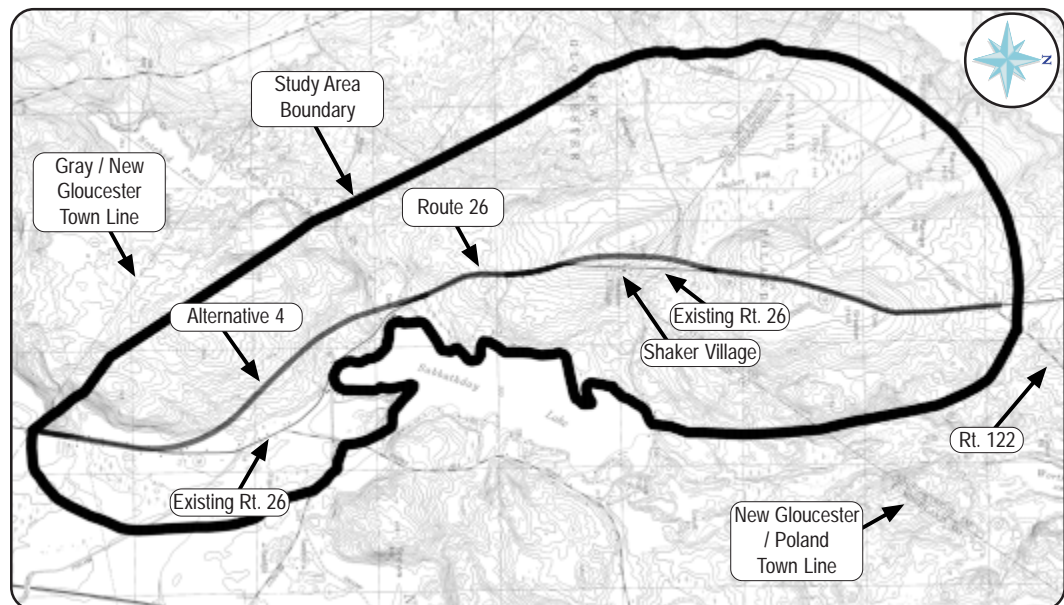


Figure II-7, Alternative 4

Scale 1:60,000

(1) Alternative 4A — Double Bypass

Alternative 4A (a combination of Alternatives 2A and 3) is a southwestern bypass of the area known as "Seven Deadly Curves" and Sabbathday Lake on a more westerly alignment than Alternative 4. The Shaker Village bypass would be the same as proposed for Alternative 4 (Figure II-8).

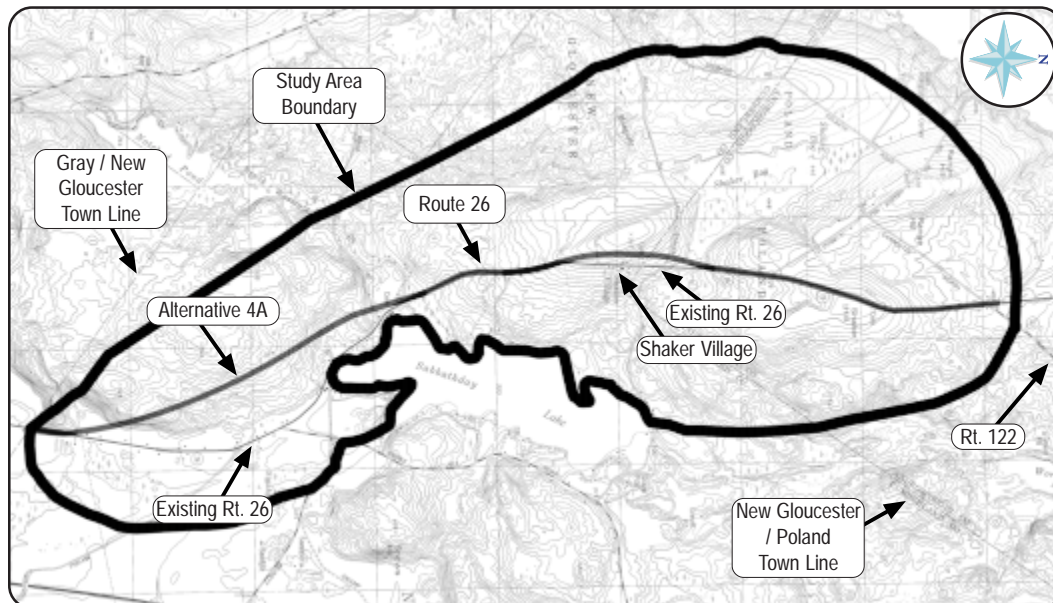


Figure II-8, Alternative 4A

Scale 1:60,000

(2) Alternative 4B — Double Bypass

Alternative 4B (a combination of Alternatives 2 and 3A) is a southwestern bypass on an easterly alignment and a Shaker Village Bypass further to the west than Alternative 4 (Figure II-9).

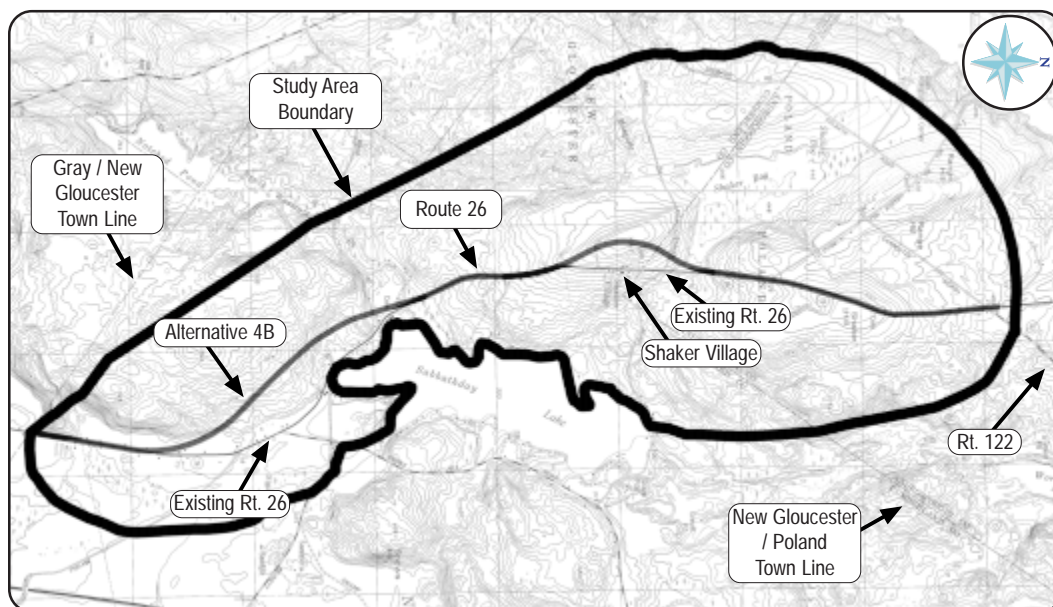


Figure II-9, Alternative 4B

Scale 1:60,000

(3) Alternative 4C — Double Bypass

Alternative 4C (a combination of Alternatives 2A and 3A) is a southwestern bypass on more westerly alignment and a Shaker Village Bypass further to the west than Alternative 4 (Figure II-10).

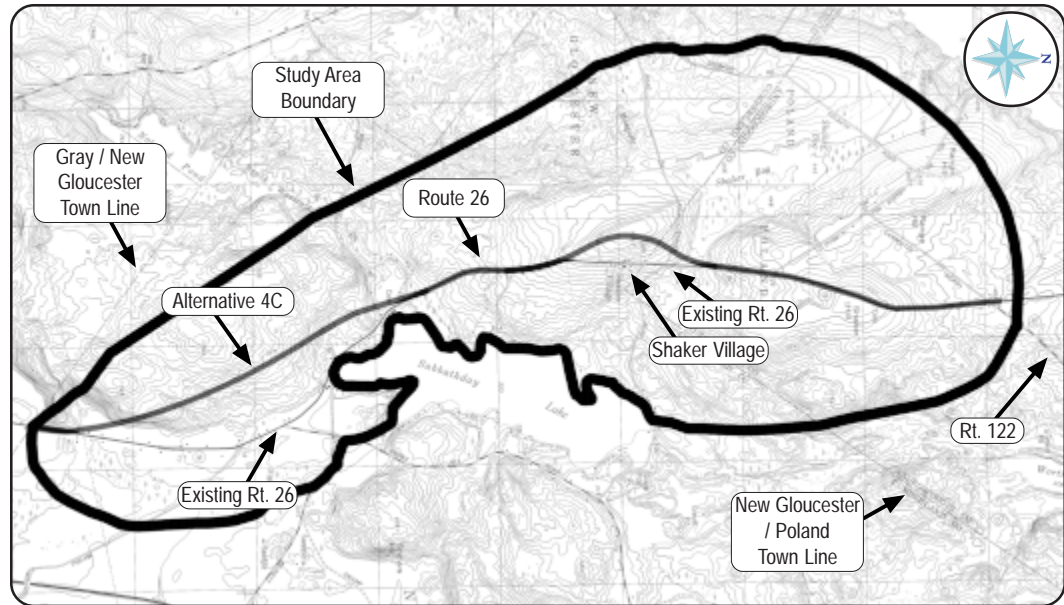


Figure II-10, Alternative 4C

Scale 1:60,000

(4) Alternative 4D — Double Bypass

Alternative 4D (a combination of Alternatives 2 and 3B) is a southwestern bypass on more easterly alignment and a Shaker Village Bypass with a southern terminus south of Marston Road (Figure II-11).

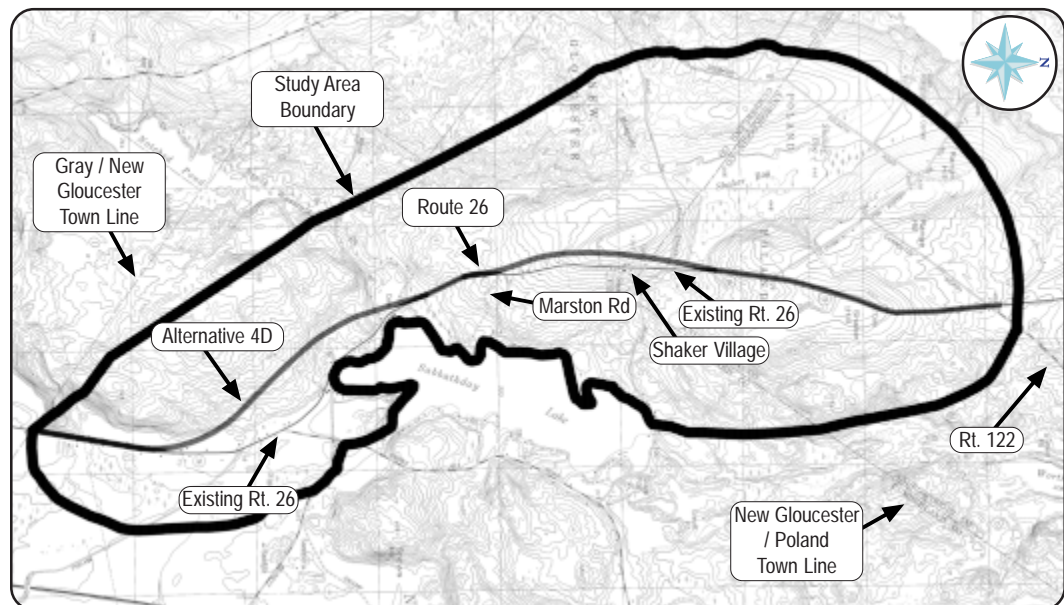


Figure II-11, Alternative 4D

Scale 1:60,000

(5) Alternative 4E — Double Bypass

Alternative 4E (a combination of Alternatives 2A and 3B) is a southwestern bypass on a westerly alignment, and a Shaker Village Bypass with a southern terminus south of Marston Road (Figure II-12).

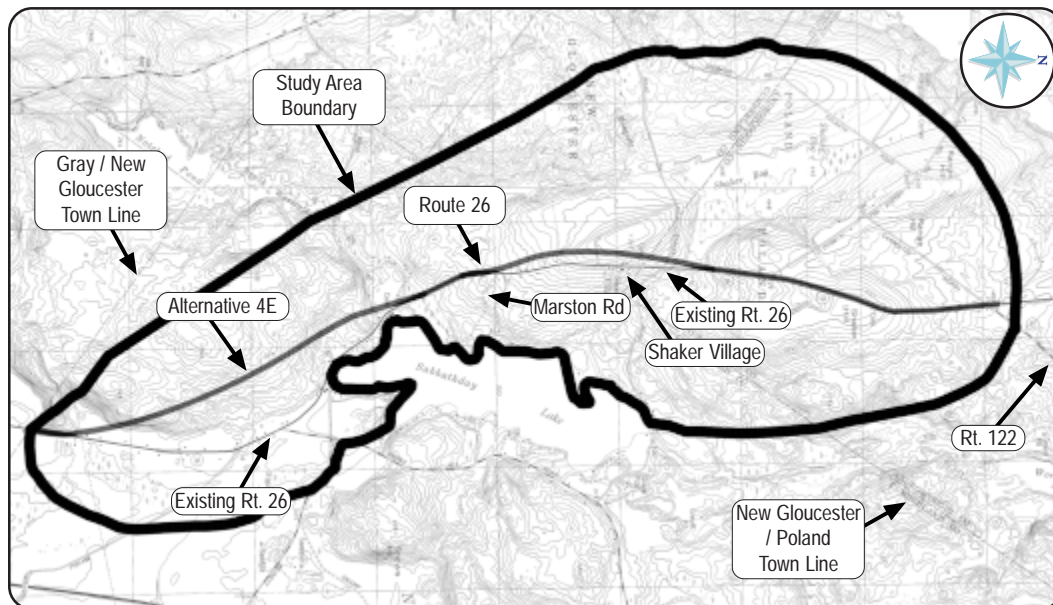


Figure II-12, Alternative 4E

Scale 1:60,000

f. Alternative 5 — Western Bypass

Alternative 5 is the construction of a bypass west of Route 26 from north of the Central Maine Power transmission lines to Route 26 near the dam of Shaker Bog (Figure II-13). This alternative is a single bypass of the southern shores of Sabbathday Lake, the area known as "Seven Deadly Curves", and the Shaker Village.

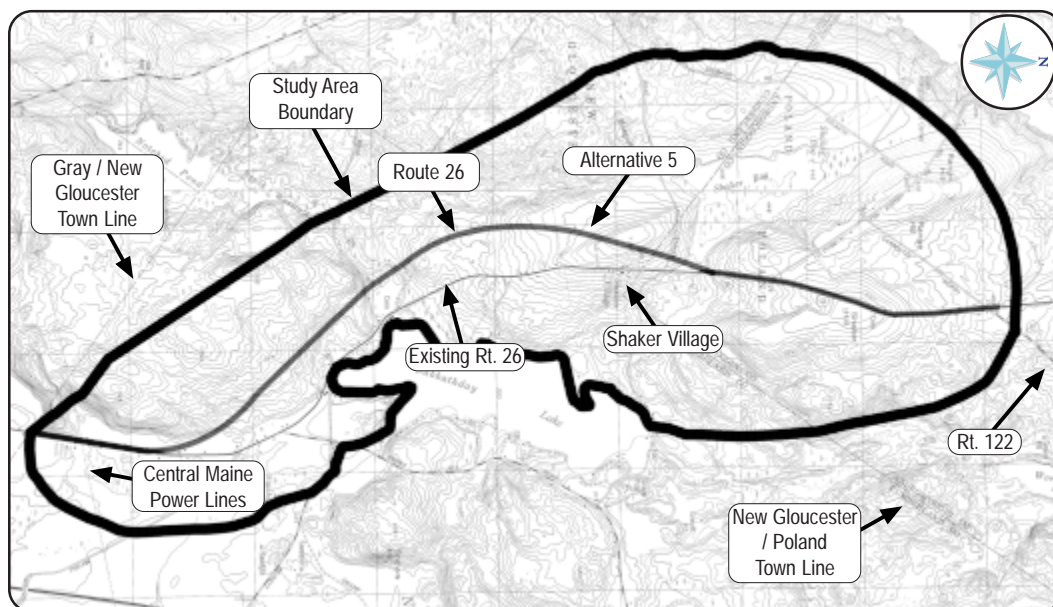


Figure II-13, Alternative 5

Scale 1:60,000

(1) Alternative 5A — Western Bypass

Alternative 5A is the construction of a bypass from existing Route 26 south of the Central Maine Power transmission lines and west of Alternative 5 to Route 26 near the dam of Shaker Bog (Figure II-14).

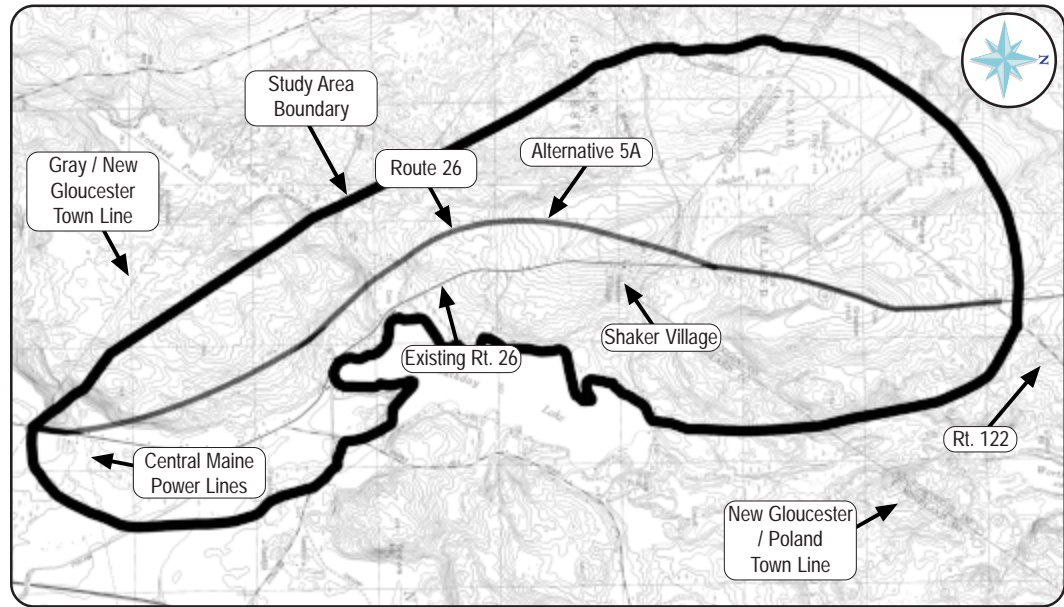


Figure II-14, Alternative 5A

Scale 1:60,000

## B. ENVIRONMENTAL FEATURES

Key environmental features were identified and presented to the PAC and the regulatory and resource agencies with an initial screening of the build alternatives. Field work and additional literature was collected in accordance with the U.S. Army Corps of Engineers (USACOE) — New England Division’s Highway Methodology and discussions with the PAC.

### 1. U.S. Army Corps of Engineers — New England Division’s Highway Methodology Documentation

The first tool used to screen and evaluate the alternatives was the collection of data to support the USACOE — New England Division’s Highway Methodology. The purpose of the Highway Methodology is to integrate the Corps’ Section 404 permitting requirements under the Clean Water Act with the planning and engineering mandate of the NEPA process to ensure that only permissible alternatives are retained, and to support the dismissal of alternatives. Information collected for the Highway Methodology included literature supplemental to that in the Environmental Baseline Survey, field data collection, and meetings and discussions with Federal, State, and local officials. Data required for the Highway Methodology focused primarily on impacts to natural resources.

Preliminary impacts were assessed only for those alternatives that satisfied both the project purpose and the project needs (Table II-1, page II-12). Alternatives 1, 2, 3, and their modifications do not fully satisfy the project purpose or needs unless combined with other alternatives. However, to better understand the impacts of the alternatives consisting of combinations of Alternatives 1 and 2 and 3, the impacts of these alternatives are calculated and presented.

## **2. Preliminary Impacts to the Social Environment**

An additional matrix identifying the preliminary impacts of the alternatives to socioeconomic resources was developed (Table II-2, page II-13). This matrix identifies the preliminary impacts on land use, displacements, community characteristics, economic characteristics, pedestrian and bicycle use, air and noise quality, visual resources, and the potential for secondary and cumulative effects within the study area.

The anticipated costs for the proposed project were developed during the evaluation of the preliminary alternatives (Table II-3, page II-14).

## **C. ALTERNATIVES DISMISSED FROM FURTHER STUDY**

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Each build alternative was evaluated to determine its ability to satisfy the project needs, while considering preliminary impacts to the natural and social environments of the study area. An interagency team comprised of state and federal agency representatives concurred with the dismissal of alternatives. Alternatives dismissed from further consideration (Table II-4, page II-15) and the reasons for their dismissal are as follows:

The No-build Alternative consists of taking no action to improve the transportation facilities in the study area and assumes the current level of maintenance on Route 26 would continue. The No-build Alternative was dismissed from further consideration because it would not satisfy the project purpose or needs.

Alternative 1 is the upgrade of Route 26 through the study area. While the safety needs associated with improving roadway conditions and variations in travel speeds could be remedied by Alternative 1 (with a substantial impact to abutters), Alternative 1 was dismissed because it would not satisfy the remainder of the project needs. Specifically, Alternative 1 would allow continued adverse impacts to Sabbathday Lake and the Shaker Village.

Alternatives 2 and 2A would satisfy the majority of the project needs, but not the needs of the Shaker Village; these alternatives were dismissed from further consideration. The alternatives would not provide adequate space for climbing lanes in the Shaker Village area and would require engineering design exceptions at that location — thereby failing to meet the National Highway System design standards. Additionally, Alternative 2 would have had a high number of displacements.

Alternatives 3, 3A, and 3B would satisfy the project needs associated with the Shaker Village only; they were dismissed from further consideration because they would not satisfy the remainder of the project needs. These alternatives would allow continued adverse impacts to Sabbathday Lake, and also would have greater adverse impacts to active farmland and prime soils than other alternatives.

Alternative 4 was dismissed from further consideration because it would result in more displacements than the build alternatives retained for detailed study.

Alternatives 4B and 4C were dismissed from further consideration because there were other alternatives that satisfied the project needs with less impact to the Shaker Village. While Alternatives 4B and 4C provided a bypass of the Shaker Village, they would have resulted in greater impacts to agricultural lands than other build alternatives. Additionally, the horizontal curve in the bypass of the Shaker Village, while still meeting design criteria, was much sharper than other build alternatives retained for detailed study.

Alternative 4D was dismissed from further consideration because, while practicable, other alternatives that fulfill the project purpose and needs would be less environmentally damaging. Alternative 4D would result in greater impacts to wetlands and more displacements than the build alternatives retained for detailed study.

Alternatives 5 and 5A were dismissed from further consideration because, while practicable, other alternatives that fulfill the project purpose and needs would be less environmentally damaging. Alternatives 5 and 5A would have greater impacts to historic properties, more displacements, and more total disturbance than the build alternatives retained for detailed study.

## **D. ALTERNATIVES RETAINED FOR FURTHER STUDY**

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Based upon the preliminary assessment of impacts to the natural and social environments of the study area, Alternatives 4A and 4E satisfy the project purpose and needs and result in the fewest impacts. These alternatives were retained for detailed study and further consideration in the Draft EA / Section 4(f) Statement.

Following the public hearing, Alternative 4E was identified as the Preferred Alternative for meeting the project purpose and needs (Section V-B, Public Hearing). Alternative 4E removed the horizontal curve in Route 26 to the south of Shaker Hill and Marston Road (the site of two fatal accidents and multiple other accidents); this curve would remain with Alternative 4A. Overall, Alternative 4E would result in less impact to the historic resources than Alternative 4A.

Alternative 4E is hereinafter referred to as the Preferred Alternative.

Table II-1, Comparison of Preliminary Environmental Impacts of the Various Alternatives

Alternatives	Satisfy Purpose		Satisfy Needs		Waters of the U.S.				Wildlife		Aquifers		Floodplains: (acres)	Community Wells Directly Impacted: (each) <sup>2</sup>	Farmlands		Archaeological		Historic Properties Directly Impacted: (each)	Env. Risk Sites Directly Impacted: (each)
	Yes	No	Yes	No	NWI & Hydric Soils: (acres)	NWI/ Hydric Soils: (acres)	# of Wetlands Impacted: (each / acres)	Water Crossings Impacted: (each)	Undeveloped Wildlife Habitat: (acres)	Notable Wildlife Habitat Impacted: (each)	Surface Area Impacted: (acres)	High Yield Aquifers: (acres)			Active Farmland: (acres)	Prime Farmland Soils: (acres) <sup>3</sup>	Sensitive Areas Impacted: (each)	Previously Recorded Sites Impacted: (each)		
No-build		✓		✓	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—
1	✓			✓ <sup>1</sup>	1.2	0.7	17 / 0.6	3	0.0	0	32.8	12.4	0.4	0	2.9	15.6	10	0	4	0
2	✓			✓ <sup>4</sup>	2.2	1.7	16 / 2.1	3	7.9	0	46.8	8.2	1.2	0	2.9	12.9	12	0	4	0
2A	✓			✓ <sup>4</sup>	2.5	2.0	16 / 1.8	3	12.6	0	51.9	5.8	0.7	0	2.9	10.0	12	0	4	0
3	✓			✓ <sup>5</sup>	1.2	0.7	16 / 0.8	3	0.0	0	41.5	12.4	0.4	1	10.4	19.8	10	0	4	0
3A	✓			✓ <sup>5</sup>	1.2	0.7	18 / 0.7	3	0.0	0	42.0	12.4	0.4	1	11.2	22.4	10	0	4	0
3B	✓			✓ <sup>5</sup>	1.5	1.2	18 / 1.5	3	0.0	0	40.0	12.4	0.4	1	7.1	17.7	10	0	4	0
4	✓		✓		2.2	1.7	16 / 2.4	3	7.9	0	55.4	8.2	1.2	1	10.4	17.1	12	0	4	0
4A	✓		✓		2.5	2.0	15 / 2.0	3	12.6	0	60.4	5.8	0.7	1	10.4	14.2	12	0	4	0
4B	✓			✓ <sup>6</sup>	3.1	1.9	17 / 2.1	3	7.9	0	55.9	8.2	1.2	1	11.2	19.8	12	0	4	0
4C	✓			✓ <sup>6</sup>	3.4	2.2	17 / 1.8	3	12.6	0	61.0	5.8	0.7	1	11.2	16.8	12	0	4	0
4D	✓		✓		3.7	2.0	17 / 2.9	3	7.9	0	54.0	8.2	1.2	1	7.1	15.1	12	0	4	0
4E	✓		✓		4.0	2.3	17 / 2.6	3	12.6	0	59.0	5.8	0.7	1	7.1	12.1	12	0	4	0
5	✓		✓		2.6	1.4	17 / 1.0	4	9.5	0	61.7	7.4	1.3	1	7.1	15.9	10	0	4	0
5A	✓		✓		2.9	1.7	17 / 1.0	4	14.9	0	67.4	5.1	1.3	1	7.1	13.0	10	0	4	0

Source: Adapted from “The Highway Methodology Workbook”, U.S. Army Corps of Engineers—New England Division

Updated: April 1, 1998

<sup>1</sup> Minimum Build Scenario; alternative does not satisfy all project needs.

<sup>2</sup> Spring at Shaker Village

<sup>3</sup> Includes soils qualified for prime farmland if irrigated

<sup>4</sup> Alternative does not satisfy needs associated with Shaker Village

<sup>5</sup> Alternative does not satisfy needs associated with safety improvements and protection of Sabbathday Lake

<sup>6</sup> Other alternatives exist that have less impact to the Shaker Village

1acre = 0.4047 hectares

Table II-2, Comparison of Preliminary Social Impacts of the Various Alternatives

	No-Build Alternative	Build Alternatives													
Feature		1	2	2A	3	3A	3B	4	4A	4B	4C	4D	4E	5	5A
Existing Land Use (acres)															
Agriculture	No Impact	3	3	3	11	12	9	11	11	11	12	9	9	8	8
Commercial	No Impact	2.5	2	1	3	3	3	2	1	2	1	2	1	2	1
Residential	No Impact	15	13.5	12.5	16	16	14.5	14.5	12.5	14.5	12.5	12.5	11	12.5	11.5
Undeveloped	No Impact	12.5	33.5	40.5	13.5	12.5	17	35	42.5	35.5	42	40	47.5	47	54
Total	No Impact	33	52	57	43.5	43.5	43.5	62.5	67	63	67.5	63.5	68.5	69.5	74.5
Displacements	No impacts		6 Residences	3 Residences	0 Residences			6 Residences	3 Residences	6 Residences	3 Residences	6 Residences	3 Residences	10 <sup>1</sup> Residences	7 <sup>1</sup> Residences
Community Characteristics	Continued negative impacts on Shaker Village				Positive impact to Shaker Village community setting										
Economic Characteristics															
Loc. Road Main. Cost	No impact	No impact	\$19,800	\$24,200	\$5,500	\$5,500	\$11,000	\$25,300	\$29,700	\$25,300	\$29,700	\$30,800	\$35,200	\$35,200	\$39,600
Tax Revenue Loss	No impact	\$5,200	\$8,900	\$4,700	\$5,300	\$5,300	\$5,300	\$9,000	\$4,800	\$9,000	\$4,800	\$8,900	\$4,800	\$10,300	\$6,100
Highway Businesses	No impact	No impact	No direct impact		No impact			No direct impact							
Community Facilities & Services	No impact	[ ----- Minimal impact ----- ]													
Pedestrian & Bicycle Use															
Corridor-Wide	Continued neg. impact	[ ----- Positive Impact ----- ]													
Sabbathday Lake	Continued Negative Impact			Positive impact		Continued negative impact			Positive impact						
Shaker Village	Continued Negative Impact				Positive impact										
Noise <sup>2</sup>	41	41	33	30	41	38	39	32	30	29	27	32	27	25	23
Air Quality	[ ----- Carbon Monoxide less than 3 Parts Per Million (PPM) ----- ]														
Visual Impacts to Historic Properties	Continued negative impact on visual resources within Shaker Village				Positive impacts at Shaker Village		Pos. impacts at Shaker Village; potential Neg. impacts to 3 historic structures south of Shaker Village	Positive impacts at Shaker Village				Positive impacts at Shaker Village; potential neg. impacts to 3 historic structures south of Shaker Village		Positive impact on Shaker Village; Least visually intrusive	
Secondary Impacts															
Comprehensive Planning	Consistent		Consistent		Inconsistent			Somewhat Consistent							
Study Area	Minimal Impacts		Limited opportunity for secondary development in southern portion of study area.		Minimal Impacts		May encourage development south of Shaker Village	Limited opportunity for secondary development in southern portion of study area.				Limited opportunity for secondary development in southern portion of study area and south of Shaker Village		Limited opportunity for secondary development in southern portion of study area, south of Shaker Village and at Pond Road.	
Regional	Continued Adverse Impact	[ ----- Positive Impact ----- ]													
Cumulative Impacts	Impacts to resources would tend to follow existing trends	[ ----- No reasonably foreseeable future actions are likely to produce environmental impacts substantially beyond the proposed action. ----- ]													

<sup>1</sup> Two potential displacements due to severance damage; to be determined at a more advanced design stage.

<sup>2</sup> Number of residences experiencing an impact.

1acre = 0.4047 hectares

Table II-3 — Project Cost Estimate

Alternative Number	Project Length in Miles	Rural Length in Miles	Cost <sup>1</sup>	Box Length in Miles	Cost <sup>2</sup>	Climbing Lane in Lane Miles	Cost <sup>3</sup>	Total Construction Cost	PE/CE <sup>4</sup>	Wetland (acres)	Approx. Mitigation Cost <sup>5</sup>	Exist. Rt. 26 Turn Back Length in Miles	Cost <sup>6</sup>	Displacements	Approx. Right-of-Way Cost	Total Estimated Cost
1	5.38	2.06	\$1,957,000	3.32	\$4,150,000	1.70	\$255,000	\$6,362,000	\$1,590,500	0.60	\$75,000	0.00	\$0	0	\$450,000	\$8,477,500
2	5.32	3.14	\$2,983,000	2.18	\$2,725,000	3.38	\$507,000	\$6,215,000	\$1,553,750	2.10	\$262,500	1.65	\$181,500	6	\$1,350,000	\$9,562,750
2A	5.20	3.40	\$3,230,000	1.80	\$2,250,000	2.66	\$399,000	\$5,879,000	\$1,469,750	1.80	\$225,000	2.09	\$229,900	3	\$500,000	\$8,303,650
3	5.40	2.27	\$2,156,500	3.13	\$3,912,500	2.10	\$315,000	\$6,384,000	\$1,596,000	0.80	\$100,000	0.30	\$33,000	0	\$450,000	\$8,563,000
3A	5.50	2.37	\$2,251,500	3.13	\$3,912,500	2.48	\$372,000	\$6,536,000	\$1,634,000	0.70	\$87,500	0.30	\$33,000	0	\$450,000	\$8,740,500
3B	5.26	2.51	\$2,384,500	2.75	\$3,437,500	2.27	\$340,500	\$6,162,500	\$1,540,625	1.50	\$187,500	0.61	\$67,100	0	\$435,000	\$8,392,725
4	5.33	3.34	\$3,173,000	1.99	\$2,487,500	3.14	\$471,000	\$6,131,500	\$1,532,875	2.40	\$300,000	1.95	\$214,500	6	\$1,400,000	\$9,578,875
4A	5.21	3.60	\$3,420,000	1.61	\$2,012,500	3.06	\$459,000	\$5,891,500	\$1,472,875	2.00	\$250,000	2.39	\$262,900	3	\$940,000	\$8,817,275
4B	5.42	3.43	\$3,258,500	1.99	\$2,487,500	3.52	\$528,000	\$6,274,000	\$1,568,500	2.10	\$262,500	1.95	\$214,500	6	\$1,300,000	\$9,619,500
4C	5.31	3.70	\$3,515,000	1.61	\$2,012,500	3.44	\$516,000	\$6,043,500	\$1,510,875	1.80	\$225,000	2.39	\$262,900	3	\$625,000	\$8,667,275
4D	5.36	3.75	\$3,562,500	1.61	\$2,012,500	3.31	\$496,500	\$6,071,500	\$1,517,875	2.90	\$362,500	2.25	\$247,500	6	\$1,350,000	\$9,549,375
4E	5.25	4.02	\$3,819,000	1.23	\$1,537,500	3.23	\$484,500	\$5,841,000	\$1,460,250	2.60	\$325,000	2.69	\$295,900	3	\$990,000	\$8,912,150
5	5.51	4.09	\$3,885,500	1.42	\$1,775,000	5.00	\$750,000	\$6,410,500	\$1,602,625	1.00	\$125,000	2.78	\$305,800	10	\$2,000,000	\$10,443,925
5A	5.40	4.36	\$4,142,000	1.04	\$1,300,000	4.91	\$736,500	\$6,178,500	\$1,544,625	1.00	\$125,000	3.03	\$333,300	7	\$1,450,000	\$9,631,425

<sup>1</sup> 8'-24'-8' Rural — per mile cost = \$950,000

<sup>2</sup> 8'-24'-8' Box — per mile cost = \$1,250,000







































































<sup>3</sup> Climbing Lane — per mile cost = \$150,000

<sup>4</sup> PE/CE = 25%











<sup>5</sup> Mitigation Cost per Acre = \$125,000

<sup>6</sup> Turn Back Cost — per mile cost = \$110,000 (Cost per mile to rehabilitate existing Rt. 26 before turning over to the town of New Gloucester based on a “Level II Overlay”).

**Table II-4, Comparison of Alternatives to Project Needs**

Project Needs Fully Satisfied	Project Needs Unsatisfied (or Partially Satisfied)
No-Build Alternative	         
Alternative 1  	       
Alternatives 2 & 2A         	
Alternatives 3, 3A & 3B   	      
Alternatives 4, 4A, 4D & 4E          	
Alternatives 4B & 4C         	 <sup>1</sup>
Alternatives 5 & 5A          	

**Legend**

Safety — Roadways .....		Traffic Mix .....	
Safety — Travel Speeds .....		Traffic Volume / Capacity .....	
Safety — Pedestrians .....		Noise .....	
Safety — Abutments .....		Stormwater and Protection of Water Quality .....	
Safety — Accidents .....		Protection of Shaker Village .....	

<sup>1</sup> Other alternatives exist with less impact to the Shaker Village